

# The Hongkong Telegraph.

ESTABLISHED 1851.

NEW SERIES NO. 5804

三十五年正月三十三號

WEDNESDAY, FEBRUARY 27, 1907.

三月三

英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1856.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 21,000,000  
CAPITAL UNCANCELLED ..... 3,000,000  
RESERVE FUND ..... 13,700,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU. NAGASAKI. SHANGHAI. LYONS. NEWCHWANG. SAN FRANCISCO. MUKDEN. BOMBAY. PORT ARTHUR. TIENTSIN. CHEFOO. PEKING. DALNY. KOBE. TIELING. LONDON. OSAKA. NEW YORK.

London Bankers: THE LONDON JOINT STOCK BANK, LTD. PARIS'S BANK, LTD.

THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKEO TAKAMICHI,

Manager. Hongkong, 22nd September, 1906.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-HOLDERS ..... £800,000  
RESERVE FUND ..... £975,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 4 "

3 " 3 "

T. P. COCHRANE,

Manager. Hongkong, 16th February, 1907.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS ..... GOLD \$10,000,000  
AUTORISED ..... GOLD \$10,000,000  
CAPITAL PAID UP ..... GOLD \$3,250,000  
RESERVE FUND ..... GOLD \$3,250,000

HEAD OFFICE: NEW YORK.

London Office: THREADNEEDLE HOUSE, E.O.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months, 4% per cent. per annum.

6 " 4 "

3 " 3 "

No. 9, Queen's Road Central, Hongkong.

CHAS. R. SCOTT,

Manager. Hongkong, 2nd January, 1907.

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L.3,750,000). RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Telok-Semawae (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kao, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE BANK buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4%

Do. 3 do. 3%

L. ENGEL,

Agent. Hongkong, 28th February, 1907.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND.—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$11,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. W. J. Gresham, Deputy Chairman.

G. Balloch, Esq.

A. J. Raymond, Esq.

R. Shaw, Esq.

A. Haup, Esq.

N. A. Siebs, Esq.

C. R. Lenzen, Esq.

H. E. Tompkins, Esq.

D. M. Nissim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

ACTING MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 16th February, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP ... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow.

Kobe Peking Singapore Tientsin.

Tsinanfu Tsingtau Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank).

Direction der Disconto-Gesellschaft.

Deutsche Bank.

S. Bleichroeder.

Berliner Handels-Gesellschaft.

Bank fuer Handel und Industrie.

Robert Warschauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne.

Frankfurt

Jacob H. Stern

a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koen.

Bayerische Hypotheken und Wechselbank.

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK.

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO-GESSELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

F. JUNG,

Manager.

Hongkong, 10th January, 1907.

NEDERLANDSCHE INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (L.3,750,000).

Subscribed Capital Fl. 10,000,000 (Paid-up).

Reserve Fund ..... Fl. 1,628,830.19 (L. 35,737).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Telok-Semawae (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kao, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE BANK buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Account at the rate of 2% per annum on daily balances.

On Fixed Deposits: 12 months 4% per annum.

Do. 6 do. 4%

Do. 3 do. 3%

L. ENGEL,

Agent. Hongkong, 28th February, 1907.

## Hotel.

HOTEL CRAIGIEBURN,  
PLUNKETT'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22d July, 1906.

WEDNESDAY, FEBRUARY 27, 190

## Shipping Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338 "	" W. A. Valentine.
" " "FATSHAN,"	2,200 "	" R. D. Thomas.
" " "KINSHAN,"	1,995 "	" J. J. Lissoua.
" " "HEUNGSHAN,"	1,998 "	" R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE:

S.S. "SUI-AN,"	1,651 tons	Captain E. H. Grainger.
" " "SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.		

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

## JOINT SERVICE OF THE H.Y. C. AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
" " "NANNING,"	560 "	" Mackinson.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th February, 1907.

19

JAVA-CHINA-JAPAN LIJN  
REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA	First half March	JAPAN	First half March
TJIBODAS ...	JAPAN	First half March	JAVA PORTS	First half March
TJILIWONG...	JAVA	Second half March	JAPAN	Second half March
TJIMAHU.....	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP...	JAPAN	First half February	JAVA PORTS	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY  
OF THE  
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
YORK BUILDINGS, 1st Floor.  
Hongkong, 16th February, 1907.

13

WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

## S.S. "LINTAN" and S.S. "SAN-UI."

THE steamers sail from HONGKONG to SAMSHU, SHUHUA, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

WEST RIVER BRITISH S.S. CO.  
HONGKONG.

Hongkong, 6th October, 1906.

14

EYES  
RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHAMOHAL,  
51, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road

Hongkong, 27th November, 1906.

144

Bentistrip.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY

57, DES VŒUX ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 23rd July, 1906.

60

TSIN TING,  
LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1906.

60

## IMPERIAL GERMAN MAIL LINES.

## NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR:  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
SACHSEN	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.
BAUERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

\* Conveying H. M. THE KING OF SIAM, carrying second-class passengers only.

ON WEDNESDAY, the 13th day of March, 1907, at Noon, the Steamship PRINZESS ALICE, Captain —, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

## RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA & GIBRALTAR	1st Class	2nd Class	3rd Class
Return	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	65. 0. 0.	36. 0. 0.

TO NEW YORK VIA SUEZ:	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA or GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN or SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd

## Intimation.

**Powell's**  
ALEXANDRA  
BUILDINGS.

**CABINET  
MAKERS.**

**BED-ROOM  
SUITES.**

**DRAWING-  
ROOM  
SUITES.**

**DINING-ROOM  
SUITES.**

**LIBRARY  
FURNITURE.**

**Section Bookcases.**  
**Writing Desks.**  
**Writing Cabinets.**  
**Library Tables.**  
**Hanging Bookcases.**

**FURNITURE****Suitable for Presents.**

**Fancy Tables.**  
**Ladies' Work Tables,**  
(fitted).

**Smokers' Cabinets.**

**Spirit Cabinets.**

**Card Tables.**

**Palm Stands.**

&c., &c., &c.

**Residences completely  
Furnished.**

**WM. POWELL,  
LTD.,**  
Alexandra Buildings,  
HONG KONG.

Hongkong, 14th February, 1907.

## Intimations.

**Messrs. K. A. J. CHO-  
TIRMALL & CO.,**  
64, QUEEN'S ROAD CENTRAL,  
LATE NO. 8, D'AGUILAR STREET.

**A FRESH CONSIGNMENT OF  
GRASS CLOTH,  
AND  
A VARIETY OF  
LADIES' EMBROIDERED  
DRESSES.  
ALSO  
AN ASSORTMENT OF  
MALTESE SILK LACE AND  
COLLARS, &c.  
INDIAN BUGS.  
AND ALSO  
A VARIETY OF  
SILKS.**

Hongkong, 27th February, 1907. [43]

**DIOCESAN SCHOOL AND ORPHANAGE.**

**SCHOOL DUTIES** will be resumed on  
FRIDAY, 1st March.  
For terms apply to—

THE HEADMASTER.

Hongkong, 25th February, 1907. [43]

**HARBOUR MASTER'S DEPARTMENT.**

**INFORMATION** has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On WEDNESDAY, the 27th February:—  
From Pak-sha-wan, in a North-Easterly direction at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On SATURDAY, the 2nd March:—  
From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards; commencing at 9.30 A.M. and finishing at 11 P.M.

On MONDAY, the 4th March:—  
From Lyemun S. D., in a North-Easterly direction, at ranges up to 7,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On TUESDAY, the 5th March:—  
From Albion Battery and Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On WEDNESDAY, the 6th March:—  
From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 10.30 A.M. and finishing at 10.30 P.M.

From Belcher, in a North-Western direction, at ranges up to 6,000 yards, commencing at 11 A.M., and finishing at 12.30 P.M.

On FRIDAY, the 8th March:—  
From Stonecutters Central, in a Westerly direction, at ranges up to 14,000 yards, commencing at 10.30 A.M., and finishing at 12 noon.

On MONDAY, the 11th March:—  
From Kowloon West and North Point, in a Westerly and Northerly direction, at ranges up to 10,000 yards, commencing at 9 A.M., and finishing at 1 P.M.

On TUESDAY, the 12th March:—  
From Lyemun S. D., in a North-Easterly direction, at ranges up to 7,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On WEDNESDAY, the 13th March:—  
From Albion, in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On THURSDAY, the 14th March:—  
From Stonecutters Central, in a Westerly direction, at ranges up to 10,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WM. BECKWITH,  
Lieut. R.N.,  
Harbour Master, &c.  
Harbour Department,  
Hongkong, 22nd February, 1907. [43]

**A BROKEN-DOWN SYSTEM.**

This is a condition (or disease) to which doctors give many names, but which few of them really understand, and it is very weak and often broken down, as it were, by the action of the system on the person. No matter what may be its cause (for they are almost innumerable), its symptoms are much the same: the most prominent being a constant loss of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential in all such cases is increased vitality—**VITAL STRENGTH & ENERGY** to throw off the disease.

It is often the case that as night succeeds the day, it may be more certainly secured by a course of

THE NEW FRENCH REMEDY

**TERAPION NO. 3**

than by any other known combination. It is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

**THE LITTLING LAMP OF LIFE**

and a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless. This wonderful medicine is easily and quickly absorbed, and is suitable to the same—

—suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whether in fact or fancy, which would not be greatly relieved and permanently benefited by this now-falling recuperative essence, which is destined to cast into oblivion all the various and numerous other "broken-down" and numerous other "worn-out" elements.

**TERAPION** is sold by

Chemists throughout the world. Price is £1.00 per bottle. It is a registered Patent Medicine, and is sold by the British Government Stamp (two letters on a red ground) affixed to every package by order of His Majesty's Exchequer, and is the only one which is a Foreign

© 1906 by all Chemists.

## JAPAN AND KOREA.

## INTERESTING COMMITTEE MEETING.

## THE POWERS OF THE MILITARY.

The *Japan Chronicle* of Feb. 17th says:—A special committee on the Korea Forestry Bill in the House of Representatives met on Friday morning. Mr. Tsuruhara, Director of the General Affairs Bureau in the Residency-General in Korea, spoke at some length on the works initiated by the Residency-General. In the course of the speech, Mr. Tsuruhara stated that the number of Japanese residents in Korea had now reached 10,000, while the trade between Japan and Korea now exceeded Y30,000,000. The works in Korea, which allowed of interference on the part of the Residency-General, explained Mr. Tsuruhara, were the reform of the local administration and police service, the improvement or development of education, mining and industries in general and road-making and other public civil engineering works. The speaker gave details of the progress of these various undertakings, in a speech which lasted about an hour.

Messrs. Otsu and Shindo, Progressists, desired some information as to how far the Government intended to establish Japanese influence in Korea, at the same time pointing out that Japan was trying hard to lead the Koreans into the path of civilisation, and was engaged in developing Korean resources with all possible patience.

Mr. Takenouchi wanted to know the future policy of the Japanese Government in dealing with Korea, and Mr. Otsu pointed out that the Japanese Government was responsible for the defence of the Korean frontier on the Yalu and on the Tumen, so that the Government need not make any agreement in conducting forestry business on the banks of those rivers. The Japanese military authorities in Korea, he understood, had authority to dispose of the forests at their own will. Was this a fact?

Mr. Tsuruhara, in reply, stated that the future policy of Japan towards Korea was a matter which concerned the Japanese Government, and he was not in a position to make any answer. As to the second question, he would make his answer *in camera*.

In reply to a question put by Mr. Shindo, Mr. Tsuruhara stated that an American syndicate first obtained a charter for the construction of the Seoul water-works, which were now in course of construction. The works were to be completed in the course of the present year.

In the event—continued Mr. Tsuruhara—of a Korean failing to discharge a debt or obligation to a Japanese, or committing a crime against a Japanese, the matter could be taken before the Korean authorities for redress by the injured party direct, or through the medium of the Residency-General, the authorities of which would press the Korean Government to attend to the matter.

The Japanese, who lived in the Japanese settlements in Korea and failed to pay the taxes levied upon them, would be proscribed against in accordance with the Japanese law, for dealing with such defaulters. There was no legislation for dealing with Koreans in a similar case.

In reply to a question put by Mr. Furukata, a Progressist, Mr. Tsuruhara stated that in inserting in the joint forestry contract between the Japanese and Korean Governments a proviso allowing the business to be entrusted to a private company, the Japanese authorities anticipated that the time would come when the business might with advantage be transferred to a private undertaking. At the present time, however, the business could only be carried on by the military, on account of the activity of the Chungchus and the friction between the Chinese and Koreans.

The expenditure for forest-making in the vicinity of Seoul and other places in Korea was estimated at Y100,000, of which Y160,000 was intended to be expended upon forestry in the vicinity of Seoul.

At this stage the proceedings of the committee were conducted *in camera*, when Mr. Tsuruhara replied to the question raised by Mr. Otsu concerning the powers vested in the military authorities in connection with the disposal of forests.

**JAPAN'S MEDICAL SCIENCE.**

The *Lancet* publishes a review by Professor Dr. Koike, Staff Surgeon-General of the Japanese Army, of the results achieved by the Japanese Army Medical Service in the recent campaign, the statistics being based on official figures. The whole number of wounded was 220,812, of whom 47,387 fell on the field of battle. In the total are included 19 army medical officers and 104 wounded, being a total of 123, or 27 per cent, of the total number of 4,517 military medical officers who took part in the campaign. Of the rank and file of the Army Medical Corps—excluding the temporary employed stretcher bearers, &c.—there fell or were wounded 450, which makes all told, 553 casualties, or 0.25 per cent. of the total number wounded. An exceptionally large strength of medical officers and men was required to deal with the enormous numbers of Japanese and Russian sick and wounded, the total of whom amounted to 631,683. The medical officers numbered 4,517, and the army apothecaries 639, while 33,957 non-commissioned officers and men were also available, making a total army medical strength of 38,753. To these must be added the help rendered by 44,465 members of the Japanese Red Cross Association and other voluntary workers. No single instance of deficiency in surgical and medical material occurred. The transport of the sick was carried on by means of army ambulance wagons, railway carriages, and Chinese peasant carts, which were hurried along by the side of the railway lines back to the field hospitals. Thence, the sick were conveyed further to the rear by train, or by boats. From the landing stages in Manchuria and Korea, the wounded and sick reached their native place in special steamers. Besides these steamers, twenty well found hospital ships and many other vessels

were available for transport. After reaching Japan the sick were distributed to the respective reserve hospitals, 520,000 sick and wounded being thus dealt with in the hospitals at home.

Dr. Koike shows that, owing to the progress and improvement in the medical services in war-time, the deaths from sickness formed only about a third of those from wounds, and he draws the conclusion that, up to the present time, the Army Medical Service of no other country has shown such brilliant results.

## Notice of Firm.

## NOTICE.

M. HERBERT RICHARD BUDD HANCOCK is this day authorised to sign the name of our Firm.

SHewan, Tomes & Co.

Hongkong, 15th February, 1907. [23]

## Intimations.

## HONGKONG GYMKHANA CLUB.

A MEETING OF MEMBERS will be held at the Offices of Messrs. JOHNSON, STOKES & MASTER, No. 8, Des Voeux Road Central, on FRIDAY, the 1st March, 1907, at 5 P.M.

BUSINESS: To arrange the programme and the date for the first Gymkhana.

R. F. C. MASTER,

Hon. Sec. & Treasurer.

Hongkong, 26th February, 1907. [25]

## GREEN ISLAND CEMENT CO., LTD.

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, the 2nd March, 1907, at 11 o'clock, A.M., for the purpose of receiving a Statement of Accounts and the Report of General Managers for the year ending 31st December, 1906, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th February, until SATURDAY, the 2nd March, both days inclusive.

SHewan, Tomes & Co.

General Managers

Hongkong, 10th February, 1907. [24]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 11 A.M., on THURSDAY, the 7th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st inst. to the 7th proximo, both days inclusive.

JARDINE, MATHESON & CO.

General Managers,

Hongkong Fire Insurance Company, Limited.

Hongkong, 11th February, 1907. [22]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share for the six months ending 31st December, 1906, declared at Monday's Ordinary Yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 26th February, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Building, New Plaza.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 25th February, 1907. [24]

## WANTED.

PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., one hour daily. Apply, stating terms, etc., to—

S.

C/o Hongkong Telegraph.

Hongkong, 5th February, 1907. [20]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open to 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,

Manager,

Hongkong, 22nd June, 1907. [63]

## SELF CURE

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated Firm of

C. G. SANDEMAN  
SONS & CO.  
London, Oporto and Xeres.

## PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

## SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED  
AGENTS.ALEXANDRA BUILDINGS,  
Hongkong, 22nd January, 1907.

HONGKONG, WEDNESDAY, FEBRUARY 27, 1907.

## AN AMERICAN INDICTMENT.

Ever since the Japanese Government declared Newchwang and Dalny open ports, doubts have been suggested by merchants of other nations as to the exact interpretation which should be placed on the word "open." American traders have not been slow to assert that while these ports which give admittance to goods consigned to Manchuria are technically "open," the hindrances and obstacles placed in the way of foreign firms by the Japanese officials have been sufficient to prevent fair competition by the nationals of other countries. In this connection a lengthy article appears in a recent issue of the *San Francisco Chronicle*, the writer being Mr. Sam B. Trisler, who is resident at Dalny. He says: "The Americans and others who accepted Japan's invitation to share in the trade that would come through the opening of Mukden found when they sent their cargoes to Newchwang for shipment into the interior that Japan's idea of the open-door policy differed very much from the idea of other people." The first difficulty was met with, he alleges, at the Custom-house which is under Japanese military supervision. It is claimed that while consignments of Japanese goods passed the barrier without delay, the merchandise of foreign dealers was detained for a week or ten days. Then the foreigners discovered that the railway from Newchwang to Mukden was so occupied by the Japanese in the transportation of military supplies that it was impossible to obtain permission to despatch goods into the interior, until a special permit had been obtained from the War Department at Tokyo. And it is stated that "some of the applications for permission to ship freight over the South Manchurian Railway are still pigeonholed in Tokyo, while others, after unbearable delays, were favourably considered." But even then the path of the man who intended to compete with the Japanese for trade in Manchuria was not unobstructed. He found the permission from Tokyo did not mean that his goods would be received by the railway officials. He was informed that it would be necessary for him to employ a Japanese to act as his shipping agent in all transactions with the railway administration. The junks were all owned by Japanese speculators, with

the result that it was practically useless to expect them to act as carriers except at prohibitive rates. Turning from Newchwang when it was closed by the winter, several merchants tried Dalny but with little success. The German flag was the first to appear in the roadstead, and several shipping companies announced their intention of making Dalny a port of call, but they reckoned with their host, and the result was that those plans were abandoned, and Dalny was left to the Japanese shipping companies. The writer alleges that every pound of Japanese goods that enters Dalny, no matter whether it belongs to the Japanese Government or to Japanese firms is described as military supplies and passed through without unnecessary delay. The American indictment proceeds: "In a few, a very few instances, British concerns have been able to persuade the military administration to rent warehouses and offices to them, and have used the Japanese steamship lines to transport their supplies to Dalny. But there their goods remain. They find that it is impossible to ship anything on the railway into the interior." The same rule applies at Dalny as exists at Newchwang." The British-American Tobacco Company is apparently one of the few concerns which has managed to obtain a footing in the country, but that is attributed to the fact that the cigarettes manufactured by the company are so greatly superior to the Japanese article that even the Japanese themselves refuse to smoke anything else. It is suggested that there might be a market for American flour in Manchuria, but the writer of the article in question is not hopeful. From the foregoing it will be seen that the author is strongly anti-Japanese and is apt to view the situation through darkened glasses. He has not a good word to say for them, no commendation of their enterprise, no recognition of their patriotism, which consequently detracts considerably from the value of his observations and leads to the conclusion that the article is not wholly devoid of exaggeration. It may be quite true that the Japanese, being first in the field after the war, are bent on holding the market they gained in advance of foreign competitors. But it is scarcely conceivable that they would seek to do so by other than fair means, or nullify the promises they made to the great trading nations by resolutely depriving them of any benefits that may accrue from the "open door" in Manchuria. We are assisted to this conclusion by referring to the speech delivered by Mr. A. Haupt as chairman of the recent meeting of the Hongkong and Shanghai Banking Corporation. He regarded the opening of Manchuria as extremely favourable to Hongkong generally and made no allusion to any obstacles placed by Japanese officials in the way of fair and honest competition in the North. Indeed, his view of the situation was extremely sanguine, for he said: "We are now able to record a greatly improved movement; cargo is already going more freely to Manchuria and there is good reason to expect that the opening of the ice-bound ports next month will see a more active demand, considerably reducing stocks. Better trade in the North will no doubt be reflected here to some extent and with the assistance of moderately good rice crops, which we can at least hope for, we should find better times ahead than we are leaving behind." From that we are inclined to believe that the American writer has allowed his imagination to run away with him in the intensity of his patriotism, and has found fault with a system which could not have been perfected, at the time of writing, in November last. Being prepared and anxious to resent Japanese competition he has succeeded, probably, beyond his own expectations in discovering objections to the Japanese methods of trade operations. The unbiased reader will hardly accept as gospel the views of a prejudiced writer, especially when those views are apparently diametrically opposed to those held by an authority in the position of a director of the Hongkong and Shanghai Banking Corporation. For the present, then, the Japanese Government and the Japanese merchants are distinctly entitled to the benefit of the doubt.

## HONGKONG HOSPITALS.

At first sight it might appear to the reader of the proceedings which took place at the annual meeting of the Finance Committee of the Alice Memorial and Affiliated Hospitals, held yesterday, that these institutions were on the verge of bankruptcy or, at least, in a bad way financially. The treasurer, the Rev. R. Wells, recited the jemini, when he lamented the decrease in the revenue from donations and subscriptions, declared that the debit balance had increased, and pointed to the heavy overdraft. But there was really very little cause for all this "Lochaber no more" style, for, after all, the hospitals were comparatively well supported taking all things into account. Of course, there was the usual reference to the memorable typhoon, an occurrence which creeps into the reports of all the local benevolent societies, and to it was attributed the reduction in the donations which were made and the application was granted unanimously.

the donations only fell off some \$1,500, the total amount given in 1906 being \$8,714.94 as compared with \$8,221.03 in the previous year, while the Hospital Sunday collections were under the total realized in 1905 by the sum of \$150. One result, possibly of the diminution in the revenue, was that the hospitals were run more economically than before, in spite of the fact that there were more patients treated and an extra hospital, the Ho Min Ling, had to be worked. There can be no doubt that much good is being done at these institutions and many residents have benefited from the treatment provided by the medical officers to patients applying for relief. Wread in the report for the past year that in the out-patient department the total number treated was 15,082 individual cases and the total number of attendances 28,013. "While in the last few years increased facilities have been provided throughout the Colony for Chinese who wish to avail themselves of Western medical treatment, there has yet been a steady increase in the number of out-patients treated at the Alice Memorial and Affiliated Hospitals. As a large proportion of the cases are surgical and ophthalmic, the expense of carrying on the work is considerable—of the out-patients 5,211 required surgical dressing, while in the wards about 10,000 cases were surgically dressed—making a total of 15,000." These figures speak for themselves and are eloquent evidence of the unostentatious but none the less invaluable work which is being quietly done at the various affiliated hospitals. One member of the Committee, stated that subscriptions have been collected for the installation of a Rontgen Ray outfit, which should prove an important addition to the surgical appliances. Altogether, it is satisfactory to know that the Colony is provided with these institutions whose work is specially concerned with the alleviation of pain and suffering in women and children, and it is to be hoped that those who are in position to influence the minds of the dwindling Chinese class which still bears a prejudice towards Western medical treatment will use their power in that direction, not forgetting at the same time to assist the financial position of the hospitals.

## LOCAL AND GENERAL.

It is notified that the Rifle Meeting of the C.U.S.R.A. will be held on 18th of March and following days.

The following details joined this station yesterday per s.s. *Kutzing* from Calcutta: 24 men, 12th Baluchis.

LEAVE of absence to England, on urgent private affairs, has been granted to Captain C. G. Vereker, Royal Garrison Artillery, from 30th March to 30th September, 1907.

By kind permission of Lt.-Col. Price, R.S.O., and Officers, the Band of the 129th (Duke of Connaught's Own Baluchis) will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, the 28th instant, (weather permitting):—

March ..... "H.M.S. Campden" ..... Close Overture ..... William Tell ..... Rossini

Value ..... "Cavatina" ..... Lambert Selection ..... "Veronica" ..... Messenger

Two Step ..... "Mr. Hicks of New York" ..... Raymond Intermezzo ..... "Moonlight" ..... Duggett

Skeigh ..... "The Husking Bee" ..... Thurber Selection ..... "The Orchid" ..... Caryl

God Save the King.

STAFF Sergeant E. Norton, of Mount Austin Barracks, charged three men before Mr. F. A. Hazelton, at the Police Court, this morning, with theft. The men were alleged to have stolen a quantity of firewood from the barracks. Tsui Tau, a coolie, of Tai-Hang Village, was charged with stealing \$1 worth of the wood. Li Lin, of No. 71, Queen's Road East, was also alleged to have appropriated \$1 worth, and Lau San, of No. 3, Second Street, was reported to have got away with \$1 worth of the wood. They denied the charge, and the case was remanded for further inquiries to be made.

Mr. Jack McAluliffe appeared before Commissioner Howard at the Singapore Court of Requests on 11th February, on a judgment notice to explain why he had not paid Mr. E. G. Wills the \$50 due him for wages, for which Mr. Wills had secured judgment with costs. Mr. McAluliffe said that he had no money and had been compelled to sell all his things to secure funds with which to buy food. He had hoped to secure funds through an entertainment he was giving at Jubilee Hall during the recent visit of the fleet, but the vessels left before the show could come off. The Commissioner ordered him to pay by the 28th inst. or go to gaol for three weeks.

A MEETING of the Justices of the Peace was held at the Magistracy yesterday afternoon, Mr. F. A. Hazelton presiding, for the purpose of considering an application for the transfer from R. Mattheay to Ernest Granville Jordan the publican's licence to sell by retail intoxicating liquors on premises numbered 39-44, Elgin Road, Kowloon, under the sign of "The Occidental Hotel." The other Justices present were Mr. C. A. D. Melbourne, second police magistrate, Mr. F. J. Badley, Captain Superintendent of Police, and Mr. H. J. Craig, assistant superintendent of Victoria Gaol. The police had no objection to the transfer being made and the application was granted unanimously.

## THE HONGKONG TELEGRAPH

## MURKAGA.

## THE CHIEF JUSTICE'S DECISION.

This morning, at the Supreme Court—Sir Francis Pigott, Chief Justice, presiding—judgment was given in the case in which a woman named Cheung Shih, alias Li Cheung Shih, sought for a declaration that a mortgage on certain property in Wing Lok Street was null and void.

The facts of the case, according to the statement of claim, were to the effect that on 12th November, 1901, one Li Fuk, who had inherited certain property from his father, Li Ting Pun, died in Canton, leaving property in this Colony, including a leasehold property known and registered as section B of Marine Lot No. 163 (the property in question); and having by his will appointed the plaintiff executrix on April 27th, 1906, probate was granted to the plaintiff. On March 28th some person, to the plaintiff unknown, impersonating Li Fuk, deceased, executed an indenture of mortgage on the said leasehold property for \$10,000, and on March 29th the mortgage was registered at the Land Office. The plaintiff therefore claimed a declaration that the said mortgage was null and void; delivery up of the said indenture to be cancelled; and an order that the registration of the mortgage in the Land Office be expunged; and such further or other relief as the Court thought fit.

For the defence it was maintained that Li Fuk was, and so far as the defendant knew, still subject to a mortgage, the owner of certain leasehold property in Hongkong known and registered as section B of Marine Lot 163. The defendant (Ma Fu Sum) further denied that Li Fuk died on November 12th, 1901, or on any other date, or at all. It was not true that the plaintiff was appointed executrix of his will, or that probate of the said will had at any time been granted to plaintiff. Further the defendant said that the man whom he bona fide believed to be Li Fuk, the owner of the property, executed on March 28th, 1906, an indenture of mortgage of the said property to the defendant in consideration of a sum of \$10,000 which was lent and paid over by the defendant on March 29th. This mortgage, which defendant claimed to be valid and subsisting, was duly registered in the Land Office.

Mr. M. W. Slade, who was instructed by Mr. D. V. Stevenson, of Messrs. Eaton, Looker and Deacon, appeared for the plaintiff. The defendant was represented by the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon, of Mr. John Hastings' office.

In delivering judgment the Chief Justice said that the important question of law would be considered later, but he would give judgment on the question of fact. He found that Li Fuk had died, and he thought it advisable to give judgment in the interest of both parties. The mortgage, he said, was a fraudulent one. It was not made by Li Fuk and he could find nothing to connect Ma Fu Sum, the defendant, with fraud. Judgment in favour of the plaintiff was passed.

## AN INSURANCE SQUABBLE.

## QUESTION OF S.S. "MACAUS" INSURANCE.

At the Supreme Court, this morning, before his honour Sir Francis Pigott, Chief Justice, O. Yee Tsui, a merchant, brought an action against the Fook On Assurance and Godown Company, Limited, of No. 123 Des Vouex Road Central, to recover the sum of \$40,000, being the amount of the insurance of a certain ship, which foundered in the September typhoon, and which, it was alleged, was insured with the defendant company.

Mr. M. W. Slade, instructed by Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff, the defendants being represented by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. C. F. Dixon, of Mr. John Hastings' office.

The statement of claim set forth that the plaintiff, a merchant in Macao, insured his steamship—the *Macau*—with the defendant company for \$50,000 as compared with \$58,202.45 for the corresponding period of 1905 being a decrease of \$4,243.27.

The profit and loss account, including the sum of \$10,574.95 brought forward from 30th June, 1906, shows a credit balance of \$67,371.53, which the directors recommend should be apportioned as follows:

To the shareholders of the Hongkong Hotel Company, Limited.

Gentlemen.—In accordance with section 56 of the articles of association, the directors now beg to submit their report for the half-year ended 31st December, 1906.

## ACCOUNTS.

The profit on working account amounted to \$5,950.18 as compared with \$58,202.45 for the corresponding period of 1905 being a decrease of \$4,243.27.

The profit and loss account, including the sum of \$10,574.95 brought forward from 30th June, 1906, shows a credit balance of \$67,371.53, which the directors recommend should be apportioned as follows:

To pay a dividend of 10 per cent.

for the half-year ..... \$60,000.00

To transfer to repairs and renewals account ..... 7,000.00

To carry forward to new account ..... 371.53

\$67,371.53

## DIRECTORS.

Dr. J. W. Noble retires by rotation, but offers himself for re-election.

## AUDIT.

The accounts have been audited by Messrs. H. U. Jeffries and A. R. Lowe, C.A., who offer themselves for re-election.

J. W. NOBLE, Chairman.

Hongkong, 20th February, 1907.

## BALANCE-SHEET, 31ST DECEMBER, 1906.

## Liabilities.

Capital—

12,000 Shares at \$50 each (fully paid up) ..... \$600,000.00

1,000 Mortgage debentures (6%) ..... \$50,000.00

Less 163 ditto held by the Company ..... 81,500.00

Reserve Fund ..... 648,500.57

Sundry creditors ..... 59,982.50

Unclaimed dividends ..... 985.00

Hongkong and Shanghai Banking Corporation (Current a/c) ..... 182,060.95

Repairs and renewals, balance as per statement ..... 3,399.18

Profit & Loss account, balance as per statement ..... 67,371.53

\$1,900,381.74

## Assets.

Value of Marine Lot No. 5 and

Remaining Portion of Marine

Lot No. 3 and Remains

## TELEGRAMS.

[Krauser's.]

## The Russian Army.

LONDON, 25th February.  
General Bidering, replying to the taunts of General Kropotkin, says: It is only bad workmen who find fault with their tools. He repudiates the criticisms of the rank and file as unjust and unpatriotic.

## The Wreck of the "Imperatrix."

Seventeen persons have now been rescued from the *Imperatrix*; many more remain on board.

Later.

The *Imperatrix* is regarded as a total loss. The captain, all the officers, except the third engineer, and the majority of the crew have been brought to Canea. Thirty-nine of the crew including eight Lascars were drowned.

## General Booth's Tour.

General Booth has started on his tour to America and Japan.

## The Development of Manchuria.

The *New York Times* states that Japan has purchased 50,000 tons of steel cars for immediate shipment for railways in Manchuria.

## CHINESE GUN-BOATS AT KORE.

## DEPARTURE OF THE "CHU-TAI."

The first of six sister-ships being built for the Imperial Chinese Navy by the Kawasaki Dockyard Company—the *Chu-tai*—left Kobe on Sunday morning for Woosung, reports the *Japan Chronicle* of Feb. 19. The *Chu-tai* was launched on May 29th last, and some days ago—having already passed her steam trials—her guns were tested, and the ship was formally transferred from the builders' hands to the Chinese Government. On Sunday morning a number of guests were invited by the Kawasaki Dockyard Company to inspect the vessel before her departure, and to take part in the customary proceedings attending the commencement of a maiden voyage.

The *Chu-tai* and two of her sister-ships (which are laying in the harbour almost completed) were gaily dressed on Sunday morning, the Chinese Dragon Ensign being conspicuously displayed. The new gun-boat, in a close inspection showed, is fitted in the very latest style. She is 200 ft. long, 25 ft. wide, has a displacement of 740 tons, and a draught of 8 ft., being specially designed for service on the Yangtze. She has two tubular boilers, placed end on, and triple-expansion engines of 1,200 horsepower, and with only one boiler in use can make over ten knots an hour with ease. Her armament consists of two 12-centimetre guns, one forward and one aft, two 12-pounders, and two Maxim's, all of which were made in Japan, while the two Nordenfeldts were sent out from England. The "casing-tower" is protected by 1-in. armour-plate, and contains the usual steering-gear and signalling connections with various parts of the ship. A large search-light of latest naval pattern is fixed to the forecastle, while on the bridge are electric signals and speaking-tubes communicating with the captain's cabin, engine-room, etc. The chart-room is fitted in approved style, and contains the two ship's chronometer and other instruments. The crew's quarters have accommodation for ninety men, and a double-berthed sick bay is attached, fitted and furnished with every convenience and necessary.

The captain's cabin is a very handsome and roomy apartment, tastefully carpeted and upholstered, the wainscoting being of solid mahogany. The seven officers' cabins are also fitted in mahogany, while the officers' mess-room is built of mahogany, pitch pine, and teak, all beautifully polished. The captain's cabin and the mess-room each contains a large oil-stove of latest pattern, though steam-pipes are also carried all through the after-part of the ship for heating purposes. The pantries, galleys, lavatory and sanitary arrangements appear to be all that could be desired; while the ship is lit throughout by electricity.

After an inspection of the vessel, the guests assembled on the after-deck, where refreshments of various kinds were laid out on tables, with the 12 centimetre gun as a substantial and impressive centre piece. Among those present were Tao-tai Li Yu, Tao-tai Wong Tat Fu, Commander H. W. Yen, Imperial Chinese Navy, Mr. Chang Fu, Chinese Consul at Kobe, Mr. Wong Sewin, interpreter at the Chinese Consulate, Mr. Li Yin-shi, Mr. Ho-yune, Mr. Midzuno, Japanese Consul at Hankow, and Mr. K. Matsukata, representing the Kawasaki Dockyard Company. There were also a number of students from the Chinese School in Kobon board, accompanied by their teachers. Several speeches were made by the Chinese officials, and complimentary toasts to the *Chu-tai* and the Kawasaki Dockyard were enthusiastically honoured, Rizetti's band playing the Chinese national anthem and other music.

The preparations for the departure of the *Chu-tai* being now completed, the visitors were trans-shipped to the Kawasaki Company's launch *Mirme Maru*. The gun-boat was then taken in tow by one of the dockyard tugs and taken out to Wada Point, accompanied by the *Mirme Maru*. The bawser from the tug-boat was then let go, and the officers of the *Chu-tai* having exchanged farewell signals with those on board the launch, the gun-boat started amid loud *Bansals* on her maiden trip to the Yangtze.

## AN OFFICIAL INQUIRY.

On the 21st instant, a meeting of the Yuen-han Railway Company was held in the Railway Company's Office for the purpose of discussing the idea of submitting one copy of the register of shareholders and one copy each of the registers of subscriptions collected by the different charitable institutions to the Government Railway Bureau for investigation. There were present some seventy people, among whom were members of the charitable institutions and merchants. At the meeting it was decided that as the account books of the company have been audited and everything found correct, and the company is to be under mercantile management, the books now asked for should not be submitted to the Bureau for investigation at all.

## OPUM SMOKERS DECAPITATED.

On the 18th instant, Captain Ha of the Sha Kok Fort, Hsia Tigris, reported to the High Authority that some of the troops in that fort were in the habit of gathering together to smoke opium and asked for instructions to deal with them. Now the High Authority, being exceedingly annoyed with all the offenders, ordered that they should be executed in order that the Government regulations might be strictly obeyed.

## THE NEW BRIDGE.

Mr. Lau Cheong Hing, promoter of the Canton River Iron Bridge Company, has drawn up a plan and specification of the proposed iron bridge to be erected at Yau Lan Man and has submitted a copy to H.E. the Vicerey for approval. The bridge is to be 1,220 feet in length and 40 feet in breadth. The Dutch Folly rocks are to be used as the foundation for the bridge.

## AN OFFICIAL INQUIRY.

Yesterday the Namhoi Magistrate and the Brigadier-General of Kwangchow proceeded to Fatshan, to inquire into the cause of the suspension of business by the people there, on account of the levy of a new tax to provide that place with a proper organised police force.

## LIEUT. TARTAR GENERAL.

The Junior Lieutenant Tartar General Chun Ling who was appointed to a position in Peking has decided to vacate his post some time this month and proceed to Peking to take up his new appointment.

## A NOTORIOUS ROBBER.

Chang Ho, a notorious robber, who had committed many cases of daring robbery, was captured in Hongkong and extradited to Canton under charge of Captain Yang the other day. He was a native of the Ching-Yuen district. As there was an offer of three thousand dollars for his arrest, he absconded and took up his abode in Hongkong.

## CANTON DAY BY DAY.

## ENCOURAGING EDUCATION.

[From Our Own Correspondent.]

CANTON, 25th February.  
The reports on the annual examination in the different schools and colleges have been forwarded to the Viceroy. H.E. expressed great satisfaction with the result and has given authority to take out \$1,400 from Shau Hau Chu and to hand this sum to the Provincial examiner, to be distributed among the successful candidates as an encouragement to their studies.

## A NAVAL YAMEN.

Admiral and Commander Li Chun has made an inspection of the eastern section of the new bund intending to establish a yamen there for the convenience of carrying on his naval and military administration and exercising general control of military affairs.

## YUET-HAN RAILWAY.

On the 21st instant, a meeting of the Yuen-han Railway Company was held in the Railway Company's Office for the purpose of discussing the idea of submitting one copy of the register of shareholders and one copy each of the registers of subscriptions collected by the different charitable institutions to the Government Railway Bureau for investigation. There were present some seventy people, among whom were members of the charitable institutions and merchants. At the meeting it was decided that as the account books of the company have been audited and everything found correct, and the company is to be under mercantile management, the books now asked for should not be submitted to the Bureau for investigation at all.

## OUR APPRAISAL.

It is out pleasant duty in this, the first number of the Journal of the Penang Anti-Opium Association, to be able to make a direct appeal to our readers and enlist the sympathy of those who have the welfare of their fellow-being at heart.

So many harsh things have been said and even done against us due, we do not doubt, to misunderstanding, that we feel it right to take this early opportunity of assuring our readers that we have started this Association with no selfish or vindictive, but with a purely philanthropic, spirit.

Our primary object is to discourage as much as possible the habit of opium smoking, and, incidentally, of morphine injection, and to render medical aid to those who are desirous of it at no expense to themselves. It is generally acknowledged that a large number of our young men first acquire this habit without knowing the disastrous consequences which result later on both to themselves and their families. Amongst our womenfolk, too, we regret to see that a good many have taken to the drug; this has most often been due to ill-advised attempts at trying to relieve minor discomforts occurring during the course of one's natural life. For the above class of people, especially, our Association will try to do its utmost.

Of the twenty or so promoters of this Association only a few can really be called men of independent means; the rest have to work hard to earn their daily bread as well as look after this charitable work. But so long as we receive encouragement and co-operation from the public, for whose interests we have spent and are spending many hours in self-denying labour every day, we shall strive our utmost to carry out our programme and hasten the time when the smoking of opium may be looked upon on every side as a relic of the past.

The present anti-opium movement is spread far and wide all over the East. In Malaia, our sister societies in Singapore, Penang, Selangor and Malacca have done excellent

work and it would indeed fare ill with the good name of Penang Chinese, who are usually regarded as the most progressive of our race, if they did not join the cause. Hence, although we have had to fight for our very existence for two months, we have never despaired of ultimate success, and to-day, the 29th of January (or the 16th day of the Chinese twelfth moon), we congratulate ourselves that we have at last managed to see our Association along with its Hospital formally opened under auspicious circumstances.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

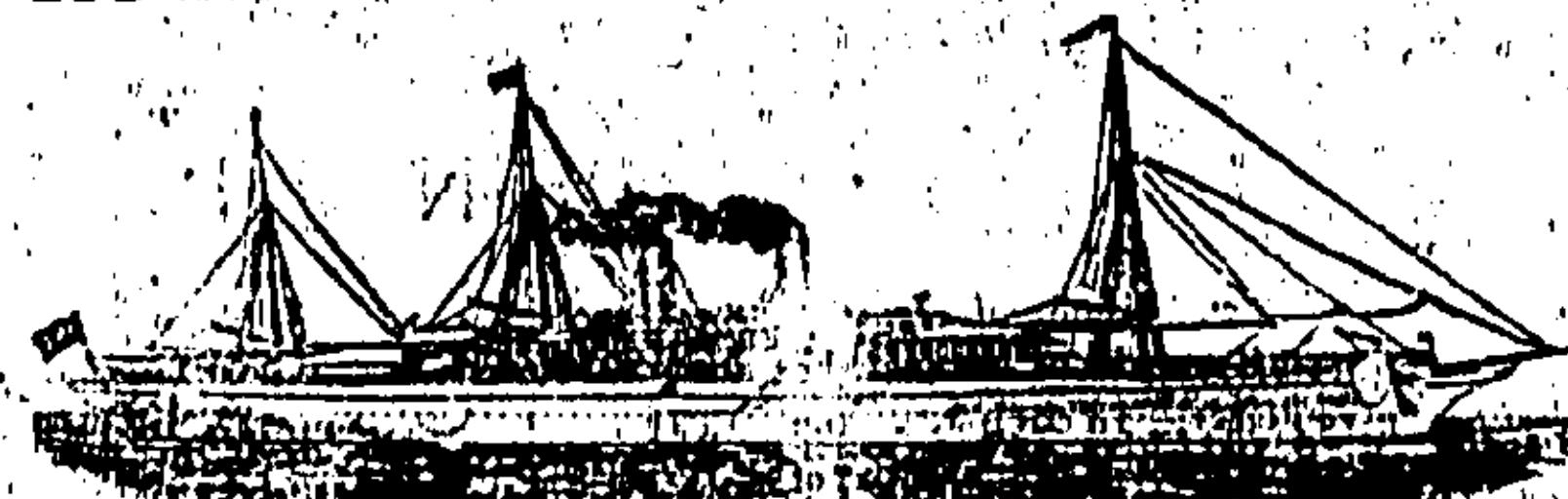
India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act, but there are provisions in several Acts protecting Trade Marks and a Trade Mark can be registered as a Declaration under the Oaths Act of 1878, whereas there is no provision in the "Straits" Colony for any registration whatever. We believe there exists an ancient Oaths Act, but Registration of ownership under Oaths of a Trade Mark is not allowed under its provisions.

India it is true has no Trade Marks Act similar to the English Act,

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.  
11 Days YOKOHAMA to VANCUVER. 18 Days HONGKONG to VANCUVER.

## PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCUVER
"EMPEROR OF JAPAN"	6,000	THURSDAY, March 14th.....	April 1st
"TARTAR"	4,425	WEDNESDAY, March 27th.....	April 29th
"EMPEROR OF CHINA"	6,000	THURSDAY, April 11th.....	April 29th
"ATHENIAN"	3,852	WEDNESDAY, May 1st.....	May 29th
"EMPEROR OF INDIA"	6,000	THURSDAY, May 8th.....	May 27th
"MONTEAGLE"	6,163	WEDNESDAY, May 22nd.....	June 15th
"EMPEROR"			

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting with VANCUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The transit to LIVERPOOL being 22½ days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, 21/2 St. Lawrence £60. 1/2 New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China, Hongkong, 27th February, 1907.

Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

SHANGHAI ..... HANGSANG\* ..... FRIDAY, 1st Mar., Noon.

SGAPORE, PENANG & CALCUTTA. KUTSANG\* ..... SATURDAY, 2nd Mar., 3 P.M.

TIENTSIN ..... CHIPSHING\* ..... SUNDAY, 3rd Mar., daylight.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 27th February, 1907.

[6]

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

SWATOW, AMOY and SHANGHAI ..... LIANGCHOW\* ..... 28th February, 4 p.m.

SHANGHAI ..... YOOHOW ..... 1st March,

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK ISLANDS, CAIRNS, TOWNSVILLE, TSINAN\* ..... 8th ".

BRISBANE, SYDNEY & MELBOURNE

YOKOHAMA and KOBE ..... CHANGSHA\* ..... 18th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is on board.

Taking Cargo and Passengers in through routes for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 27th February, 1907.

[7]

HONKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Dates.

ZAFIRO ..... 2540 R. Rodger ..... MANILA SATURDAY, 2nd Mar., at Noon.

RUBI ..... 2540 R. Almond ..... " SATURDAY, 9th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 25th February, 1907.

[5]

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship LOWTHER CASTLE ..... The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 17th January, 1907.

[6]

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE

BY the new steamers, "ROMANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics, with very large well-ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the a.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through-tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

## NEXT SAILINGS FROM HONGKONG.

## Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.

HABSBURG ..... 3rd March.

RHENANIA ..... 1st April.

HOHENSTAUFEN ..... 3rd April.

SILESIA ..... 31st May.

SCANDIA ..... 30th June.

Hongkong, 25th February, 1907.

## Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.

SCANDIA\* ..... 16th March.

HABSBURG ..... 6th April.

RHENANIA ..... 3rd May.

HOHENSTAUFEN ..... 29th May.

\* Call at Lisbon.

[3]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched, as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 29th January, 1907.

## To Let.

## TO LET.

NO. 6, PEDDAR'S HILL, comprising of 5 Rooms with Out-houses, occupation from 1st proximo.

GROUND FLOOR of No. 4, DES VEURS ROAD including a Strong Room and Servant Quarter.

ROOMS on Second Floor of Victoria Building, No. 5, QUEEN'S ROAD CENTRAL.

Apply to

DAVID SASSOON & CO., LTD.

Hongkong, 4th February, 1907.

[197]

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 22nd January, 1907.

[188]

TO LET.

HO TUNG,

Compradores Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906.

[71]

TO LET.

FOUR-ROOMED HOUSES at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO.

Hongkong, 2nd January, 1907.

[78]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING,

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 27th February, 1907.

[65]

TO LET.

N.O. 1, WEST END TERRACE, Shamian, Canton.

Apply to—

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 10th December, 1906.

[67]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906.

[66]

TO LET.

THE



## Mails.

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "DELHI."

Captain J. D. Andrews, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 9th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured, before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Calonda*, due to London on 23rd April, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent,  
Hongkong, 26th February, 1907.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAK, ADEN, DJIBOUTI, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

The S.S. "AUSTRALIEN,"  
Captain Verrier, will be despatched for  
MARSEILLES on TUESDAY, the 5th March,  
at 1 P.M.

This Steamer connects at Colombo with the  
Australian line s.s. *Nerid* bound for Marseilles  
via Bombay and Aden.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. *TONKIN* ..... 9th March.

S.S. *ERNEST SIMONS* ..... and April.

S.S. *POLYNESIEN* ..... 16th April.

S.S. *VILLE DE LA CIOTAT* ..... 30th April.

S.S. *SALAZIE* ..... 4th May.

G. de CHAMPEAUX,  
Agent.

Hongkong, 26th February, 1907.

TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, CALLAO  
AND IQUIQUE VIA  
JAPAN PORTS.

Steamer.	Tons.	Captain.	Sailing.
<i>Lyra</i> .....	4,417	H. C. Armstrong	27th Mar.
<i>Shawmut</i> .....	9,606	E. V. Roberts	23rd April
<i>Tremont</i> .....	9,600	T. W. Garlick.	* Cargo only.

Will be sent to VALPARAISO if sufficient  
inducement.

Steamers Tons To sail

"GLENFARG" ..... 4,000, March 26, at Noon

"KASATO MARU" ..... 6,100, April 25, at Noon

Taking Freight and Passengers to other  
Eastern and Western Coast ports of South  
America in connection with Steamers of the  
Pacific S. N. Co.

The above Steamers have splendid Accom-  
modation and are fitted throughout with  
Electric Light. A duly qualified Surgeon is  
carried on each boat.

K. MATSDA,  
Manager,  
York Building,  
Hongkong, 25th February, 1907.

## Intimations.

CUTLER, PALMER & CO.  
WINE & SPIRIT MERCHANTS,

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

	One Case- Qts.	One Case- Pts.	
COGNAC	821.50	—	
	19.00	—	
	16.00	—	
WHISKY, PALL MALL	19.00	—	
JOHN WALKER	12.00	—	
C. P. & CO'S SPECIAL BLEND	10.00	—	
PORT WINE, INVALIDS	19.00	—	
DOURO	13.00	—	
SHERRY, AMOROSO	19.00	—	
LA TORKE	15.25	—	
BENEDICTINE, D.O.M.	38.50	40.50	

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,  
HONGKONG AGENTS.

Hongkong, 16th November, 1906

ACHEE & CO.

ESTABLISHED 1819.

## FURNITURE.

## DEPOT

FOR

BASTMAN'S

KODAKS, FILMS.

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1907.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$11,000,000 \$125,000	\$1,721,558	\$1.15, and bonus of £1 @ Ex. 2/31/— \$14.33 making \$4.80 for 1906	41 %	\$80 sellers London \$108
National Bank of China, Limited	90,025	\$7	\$6	\$150,000	\$74,099	\$2 (London 3/6) for 1905	50 %	\$50.
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,075,000 \$200,000	\$233,638	\$20 for 1905	64 %	\$295 sellers
North China Insurance Company, Limited	10,000	\$15	\$5	\$110,000 Tls. 10,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30/6/1906	60 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,400,000 \$211,131 \$153,844 \$50,070	\$2702,271	Interim div. of 3% for 1905	5 %	\$380 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$229,480 \$2,616	\$508,334	Tls. 2 and 3 special dividend for 1904	91 %	\$160 buyers
PIPE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,480 \$2,616	\$344,098	\$6 Int. 1/4	6 %	\$99.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,028	\$422,618	\$25 Int. 1904	61 %	\$380 sellers
SHIPPING.								
China and Manil Steamship Company, Limited	10,000	\$25	\$50	\$6,000 \$264,138 \$93,582	\$5,563	\$1/- for 1905	72 %	\$204
Douglas Steamship Company, Limited	10,000	\$15	\$15	\$600,000 \$144,386	Nil.	\$21 for year ended 30/6/1906	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$120,000 \$280,918 \$3,999	\$10,170	\$1/- and half-year making \$2.00 for 1906	64 %	\$30 sellers
Indo-China Steam Navigator Company, Limited	60,000	\$10	\$10	\$1,000,000 \$20,000 \$10,000	\$2,412	10/- @ ex. 2/1/9/16 = \$4.60	52 %	\$86
Shanghai Tug and Lighter Company, Limited	100,000	\$50	\$50	\$10,000 \$10,000 \$10,000	Tls. 23,156	Interim div. of Tls. 2/1/9/16 = \$4.60	9 %	Tls. 60 sellers
Well Transport and Towing Company, Limited	100,000	\$1	\$1	\$14,141 \$65,000	70,781	Interim div. of Tls. 1/1/9/16 = \$4.60	64 %	Tls. 100 buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$32,017 \$1,305,479	2218	1/- (Contra. No. 7) for 1905/6	52 %	\$30 buyers
Taku Tug and Lighter Company, Limited	10,000	\$10	\$10	\$1,305,479 \$18,000	Tls. 81,200	\$1.5/- for year ending 30/4/1906 \$20/25	52 %	\$20 buyers
111 INRIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,139	\$40,914	Final of \$15 making \$25 for 1905	20 %	\$125 in. paid b.
Japan Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1905	52 %	\$21
Terak Sugar Cultivation Company, Limited	7,000	\$15	\$15	\$10,000,000 \$10,000	Tls. 8,935	Tls. 4 (8%) for year ending 31/12/1906	52 %	Tls. 75 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$110,000 \$26,013	\$12,546	Final of 1/- (No. 7) making 2/- for year ended 28/2/06	51 %	Tls. 124 buyers
Anglo-Consolidated Mining Company, Limited	100,000	\$10	\$10	none	\$6,000,050	Interim of 50 cents for account 1906	10 %	G. \$10.
Sub Australian Gold Mining Company, Limited	50,000	\$1	\$1	\$4,873	\$8,745	No. 12 of 1/- = 48 cents	...	18 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	64 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	20,000	\$50	\$50	\$100,000 \$65,160 \$20,000	\$20,040	\$2 for 8/10/1906	64 %	\$21
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500 				